INTERNATIONAL AIRPORTS AUTHORITY OF INDIA

INTERNATIONAL FLIGHTS

ALL UP WEIGHT	Before 1-2-94	w.e.f. 1-2-94
Net exceeding 10 MT .	Rs. 52.90 per MT	
Over 10 MT but not exceeding 20 MT.	Rs. 529 plus Rs. 88.40 PMT in excess of 10 MT	Rs. 137 per MT.
Over 20 MT but not exceeding 50 MT	Rs. 1333 plus Rs. 158.60 PMT in excess of 20 MT J	
Over 50 MT but not exceeding 100 MT	Rs. 6091 plus Rs. 184 PMT in excess of 50 MT.	Rs. 6850 plus Rs. 207 PMT in excess of 50 MT.
Over 100 MT	Rs. 15291 plus Rs. 209.40 PMT in n excess of 100 MT.	Rs. 17200 plus Rs. 236 PMT i excess of 100 MT.

FLIGHT OTHER THAN INTERNATIONAL FLIGHTS

ALL UP WEIGHT	Before 1-2-94	w.e.f. 1-2-94
Not exceeding 10 MT	Rs. 39.70 per MT	
Over 10 MT but not exceeding 20 MT.	Rs. 397 plus Rs. 60.30 PMT in exceess of 10 MT.	►Rs. 103 per MT.
Over 20 MT but not exceeding 50 MT	Rs. 1000 plus Rs. 1-8-95 PMT in excess of 20 MT.	
Over 50 MT but not exceeding 100 MT.	Rs. 4568.50 plus Rs. 138 PMT in excess of 50 MT.	Rs. 5150 plus Rs. 155 PMT in excess of 50 MT.
Over !00 MT	Rs. 11468.50 plus Rs. 157.05 PMT excess of 100 MT.	Rs. 12900 plus Rs. 177 PMT in excess of 100 MT.

. Three slabs clubbed into one slab under all up weight sla b, not exceeding 50 MT.

Legend :—MT : Met ric Tonne,
PMT : Per Metric Tonne.

Utilisation of newly constructed airports

1359. SHRI SURESH KALMADI :
SHRI GURUDAS DAS GUPTA :
SHRI N. GIRI PRASAD :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) when and at what cost each of the unused airport were constructed;

(b) what are the reasons for which these airports have been lying unused and what were the reasons for which each of these air" ports was constructed;

(c) whether feasibility survey were conducted before constructing these airports, if so, what are the details of their report on each case;

(d) what is the present condition of these airports; and

(e) whether there is any proposal under Government's consideration to utilise these airortsand develop and modernise them, if so, what are the details in this regard and at what cost ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (e) Cost of 30 unused airports is given in the statement *(Sc.* below). A number of airports, which are at present idle, were constructed in 1940s. They were handed over to National Airports Authority at the time it was set up in 1986. The main reason for their being unused is lack of adequate traffic from these airports. Vayudoot was operating at some of these airports but have discontinued their operations due to nonavailability of aircraft. Some of the airports may be re-activated in view of expansion of air taxi operations.

Statement

The Airport-wise amount spent on construction .....
. ' : (Rs, .in lakhs)

SI. ' ...	Name of the airport	Amount spent on construction No.
1	Akola .	. , ...:: .19776
2	Sholapur	1.00
3	Dessa .	•34.45 I
.		
5	Panna	0.22
. 6	Bilaspur . . 7	0.67
Jhansi		
8	'Satna	31.41
9	Kota	30.69
10	Lalitpur	13.51
11	Donakonda	3.79
12'	Warrangal	1.01
13	Cuddappah	42.95
14	Hassan	7.00
15	Mysore	0.22
16	Vellore	0.36
17	Jharsuguda	13.42
18	Ballurghat	1.68
19	Malda	4.71
. 20	Khowai	1.22
2)	Kamalpur . 22	17.41
Chakulia .		1.12
23	Jogapani	14.93
24	Muzaffarpur	3.00
25	Raxaul	
26	_ Gaya	36.58
27	Rupsi	8.75
28	SSheUah	
29	Passighat	4.78
30	Kailashahar	4.72

These airports were transferred free of cost to National Airports Authority.

Extending the Delhi-Abmedabad-Muscat flight upto Nairobi

1360. SHRl VITHALBHAI M. PATEL :
SHRIMATI URMILABEN :
CHIMANBHAI PATEL :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to.the answer to Starred Question 217 given in the Rajya Sabha on the 16th December, 1993 and state :

(a) whether Government would consider the possibility of extending the Delhi-Ahmedabad Muscat flight started recently by the Indian Airlines upto Nairobi, if so, action proposed in the matter; and

(b) if not, the reasons there for ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) There is no proposal at present to extend Ahmedabad-Muscat flight to Nairobi, due to operational constraints.